(4) the road from the 118th mile in the Main Central Road to Vaikam ; and

(5) the road from 114th mile in the Main Central Road to Piravom.

As regards road No. 2, the Member stated that the road should meet the first road at Chettikandam or Pambakada Valiapalli. In regard to the third road, it would, if improved, connect the markets at the two places and facilitate transport of goods to and fro. So far as road No. 4 was concerned, he stated that the new road ought not to follow the existing line but should pass by the local temple, Kannapalli, Parappalli, the Churches, Sirkar temple and cattle market to the west of Thalakulam and thence to Kochalamchavadi in Kannamppillikara to meet the village road to Vaikam.

Dewan's reply.—A special report will be called for from the Chief Engineer about the request of the Member to make the road from Muvattupuzha to Alwaye fit for motor-traffic. The other representations made by the two Members are noted.

88. Improvement of facilities for communication in the Thodupuzha taluk.

Mr. Ousep Chacko (Member, Thodupuzha taluk) pointed out that the repeated representations of the Members of the taluk in the Assembly for improved facilities of communication in the taluk were of no avail. Though several roads were necessary in the taluk to connect all the *pakuthies*, yet he would request the Government to take up the following village roads and have them improved and made cartable without delay :—

(1) the road from Vazhakulam to Karimannoor *via* Kalloorkodikalam ; and

(2) the road from Vazhakulam to Karimkunnam *via* Parappuzha.

Dewan's reply.—Noted.

89. The necessity for the conversion of the road from Angamali to Manjali into a cartable road.

Mr. Sankaran Aiyappan (Member, Alengad taluk) pointed out that the inhabitants of Kothakulangara, Chengamanad, Parakadavu and Aiyrur in the Alengad taluk and of Puthenvelikara and other places in the Parur taluk experienced great difficulty to go to Parur and Angamali where all the important public institutions were situated, on account of the paucity of facilities of communication. There was a cartable road from Parur to Manjali and the difficulty was to reach Angamali from there. The Member requested that the village road from Manjali to Angamali for a distance of 10 miles be improved and made cartable at an early date.

Dewan's reply.—Noted.

90. The highly unsatisfactory state of the means of communication in the Parur taluk.

Mr. Joseph Thaliath, M. A., Bar-at-Law (Member, Parur taluk) said that, out of 2,500 miles of cartable road in Travancore, the Parur taluk could boast of only three miles of gravelled road and a bridge 20 to 25 feet long. He referred to the representations of the members of his taluk in previous years and to their suggestion that funds for public works should be allotted to the different taluks in proportion to the revenue derived from them. He said that he would slightly modify the proposal and suggest that funds devoted to the public works should be divided under two heads—general and local wants. The sums to be spent on such works as the Law College, the up-keep of the Main Central Road, etc, affecting the whole or a major portion of it, should be put down under the first head; and the remaining sum should be placed under the head of "local wants." The latter sum should be distributed among the different taluks in proportion to the revenue they yielded. He added that, if the Government had adopted any such rule during the past years, the Parur taluk would not have suffered so much and that no taluk would have had reason to complain and no taluk would have received more than its due.

Proceeding to the actual wants of the taluk, he said that the following roads and canals were absolutely necessary :—

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(1) The Parur—Cheriapally canal. The length of the canal was only about 3½ miles. It was a useful canal and should be made fit for navigation. The P. W. D. had promised to keep it in good condition, but the canal remained in the same state as before.

(2) The Parur—Alwaye road. Parur and Alwaye were two important places and there was considerable traffic on the road. The road was neglected and was unfit for ordinary cart traffic, much less for motor traffic. Its condition should be improved and the road made fit for motor traffic. He added that the P. W. estimate of Rs. 30,000 for the improvement of the road was exhorbitant and that the work need not cost more than a fourth of that sum.

(3) Parur—Edappalli road. It was an important road and should be gravelled and made cartable within the originally appointed time.

(4) Chathanad—Kuriapalli road. A part of the road was long ago ordered to be gravelled ; but nothing was yet done. He requested that the entire road should be gravelled and improved soon.

(5) A cart-road in the Puthenchira *pakuthi*. The villagers of Puthenchira had been demanding the road for the past several years.

The Member also requested that the Dewan should be pleased to visit the taluk at the earliest opportunity and see for himself the actual needs of the place.

Dewan's reply.—Two estimates have been sanctioned—one for Rs. 2,740 for gravelling the Parur–Alwaye road from the third furlong of the ninth mile to the sixth furlong of the tenth mile and the other for Rs. 6,620 for doing emergent repairs to the same road. A scheme for constructing a bridge over the Alwaye river is also under contemplation. An estimate for the portion of the road from Parur to Kuriapalli has been sanctioned and the work appears as the tenth item in the programme of works for the Kottayam Division. The representations of the Member are noted.

I shall take an early opportunity of visiting the taluk.

91. The provision of an outlet road from Periakanal to Bodimettu.

Mr. A. J. Wright (Member, Kannan Devan Planters' Association) said that the proposed road from Periakanal to Bodimettu was desired as an outlet for the produce of the estates situated beyond the Kannan Devan Hills Produce Company's Concession, which were paying assessment to Government on the same lines as other estates in Peermade. The estates were Surianalle, belonging to the Malayalam Rubber and Produce Company, Periakanal, belonging to the Anglo-American Direct Tea Trading Company, and Tondimallay, belonging to the Travancore Produce Company. The estimated out-put of the above estates would reach about 2½ million pounds of tea within the next few years or including packing materials, about 1300 tons of produce. There was also the produce of 10,000 acres of cardamom land in the Poopara Division of the Cardamom Hills to be benefited by the road. There was further the inward traffic of rice, food stuffs etc., required for the working of large estates. With the completion of the Madura—Bodinaickanur Railway and of the ropeway proposed to be erected by the Malayalam Rubber and Produce Company on the ghat below the Bodimettu, the traffic so far would be easy. The proposed road would facilitate the traffic from the estates to the top of the ghat and connect the estates with the propcsed ropeway. The length of the road would be about 13 miles through easy grass land. He added that Periakanal was not a fixed point for the termination of the road but that it only indicated the locality, as it was hoped that the proposed road would be connected with the Devicolam—Kumili road under construction.

Dewan's reply.—Noted.

92. Kottayam—Kumili road.

Mr. Mackenzie (Member, Central Travancore Planters' Association) thanked the Government for maintaining the Kottayam—Kumili road in order as far as

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